

§ 93.80

(2) Do not proceed north of the Rainbow Bridge;

(3) Prior to joining the pattern, broadcast flight intentions on frequency 122.05 Mhz, giving altitude and position, and monitor the frequency while in the pattern;

(4) Use the Niagara Falls airport altimeter setting. Contact Niagara Falls Airport Traffic Control Tower to obtain the current altimeter setting, to facilitate the exchange of traffic advisories/restrictions, and to reduce the risk of midair collisions between aircraft operating in the vicinity of the Falls. If the Control Tower is closed, use the appropriate Automatic Terminal Information Service (ATIS) Frequency;

(5) Do not exceed 130 knots;

(6) Anticipate heavy congestion of VFR traffic at or above 3,500 feet MSL; and

(7) Use caution to avoid high-speed civil and military aircraft transiting the area to or from Niagara Falls Airport.

(f) These procedures do not relieve pilots from the requirements of § 91.113 of this chapter to see and avoid other aircraft.

(g) Flight following, to and from the area, is available through Buffalo Approach.

[Doc. No. FAA-2002-13235, 68 FR 9795, Feb. 28, 2003]

Subpart F—Valparaiso, Florida, Terminal Area

§ 93.80 Applicability.

This subpart prescribes special air traffic rules for aircraft operating in the Valparaiso, Florida, Terminal Area.

[Doc. No. FAA-2002-13235, 68 FR 9795, Feb. 28, 2003]

§ 93.81 Applicability and description of area.

The Valparaiso, Florida Terminal Area is designated as follows:

(a) North-South Corridor. The North-South Corridor includes the airspace extending upward from the surface up to, but not including, 18,000 feet MSL, bounded by a line beginning at:

Latitude 30°42'51" N., Longitude 86°38'02" W.;
to
Latitude 30°43'18" N., Longitude 86°27'37" W.;
to
Latitude 30°37'01" N., Longitude 86°27'37" W.;
to
Latitude 30°37'01" N., Longitude 86°25'30" W.;
to
Latitude 30°33'01" N., Longitude 86°25'30" W.;
to
Latitude 30°33'01" N., Longitude 86°25'00" W.;
to
Latitude 30°25'01" N., Longitude 86°25'00" W.;
to
Latitude 30°25'01" N., Longitude 86°38'12" W.;
to
Latitude 30°29'02" N., Longitude 86°38'02" W.;
to point of beginning.

(b) East-West Corridor—The East-West Corridor is divided into three sections to accommodate the different altitudes as portions of the corridor underlie restricted areas R-2915C, R-2919B, and R-2914B.

(1) The west section would include that airspace extending upward from the surface to but not including 8,500 feet MSL, bounded by a line beginning at: Latitude 30°22'47" N., Longitude 86°51'30" W.; then along the shoreline to Latitude 30°23'46" N., Longitude 86°38'15" W.; to Latitude 30°20'51" N., Longitude 86°38'50" W.; then 3 NM from and parallel to the shoreline to Latitude 30°19'31" N., Longitude 86°51'30" W.; to the beginning.

(2) The center section would include that airspace extending upward from the surface to but not including 18,000 feet MSL, bounded by a line beginning at:

Latitude 30°25'01" N., Longitude 86°38'12" W.;
to
Latitude 30°25'01" N., Longitude 86°25'00" W.;
to
Latitude 30°25'01" N., Longitude 86°22'26" W.;
to
Latitude 30°19'46" N., Longitude 86°23'45" W.;
then 3 NM from and parallel to the shoreline to Latitude 30°20'51" N., Longitude 86°38'50" W.; to Latitude 30°23'46" N., Longitude 86°38'15" W.; to the beginning.

(3) The east section would include that airspace extending upward from the surface to but not including 8,500 feet MSL, bounded by a line beginning at:

Latitude 30°25'01" N., Longitude 86°22'26" W.;
to